

<b>USH 41: STH 29 TO CTH AAA (BROWN COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

SATURDAY SOUTHBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	443	0.0	OFF	443	0	0.00	0	65.6	65.6	65.6
1-2 AM	330	0.0	OFF	330	0	0.00	0	65.8	65.8	65.8
2-3 AM	279	0.0	OFF	279	0	0.00	0	65.9	65.9	65.9
3-4 AM	211	0.0	OFF	211	0	0.00	0	66.0	66.0	66.0
4-5 AM	242	0.0	OFF	242	0	0.00	0	66.0	66.0	66.0
5-6 AM	407	0.0	OFF	407	0	0.00	0	65.6	65.6	65.6
6-7 AM	690	0.0	OFF	690	0	0.00	0	65.1	65.1	65.1
7-8 AM	1089	0.0	OFF	1089	0	0.00	0	64.3	64.3	64.3
8-9 AM	1343	0.0	1499	1343	0	0.82	0	63.9	54.0	34.5
9-10 AM	1613	0.0	1499	1613	0	2.32	39	63.4	42.0	30.8
10-11 AM	1891	0.0	1500	1818	73	10.82+	285	62.8	18.7	30.8
11AM-NOON	1991	0.0	1500	1500	491	15.79+	400	62.7	14.1	30.8
NOON-1PM	2070	0.0	1500	1500	570	15.78+	400	62.5	14.1	30.8
1-2 PM	1992	0.0	1500	1500	492	15.79+	400	62.7	14.1	30.8
2-3 PM	2034	0.0	1500	1500	534	15.78+	400	62.6	14.1	30.8
3-4 PM	2106	0.0	1500	1500	606	15.77+	400	62.5	14.1	30.8
4-5 PM	2065	0.0	1500	1500	565	15.78+	400	62.5	14.1	30.8
5-6 PM	1907	0.0	1500	1500	407	15.80+	400	62.8	14.1	30.8
6-7 PM	1643	0.0	OFF	1643	0	0.65	39	63.3	55.4	55.4
7-8 PM	1296	0.0	OFF	1296	0	0.00	0	64.0	64.0	64.0
8-9 PM	1179	0.0	OFF	1179	0	0.00	0	64.2	64.2	64.2
9-10 PM	1032	0.0	OFF	1032	0	0.00	0	64.5	64.5	64.5
10-11 PM	828	0.0	OFF	828	0	0.00	0	64.8	64.8	64.8
11PM-MID	659	0.0	OFF	659	0	0.00	0	65.1	65.1	65.1

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

*----- SITE ACCIDENT DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0224
MAIN ROUTE WITH WORKS	0.0185
'DIVERSION'	0.0066
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$68,332
CONGESTED HOURS PER DAY*	8

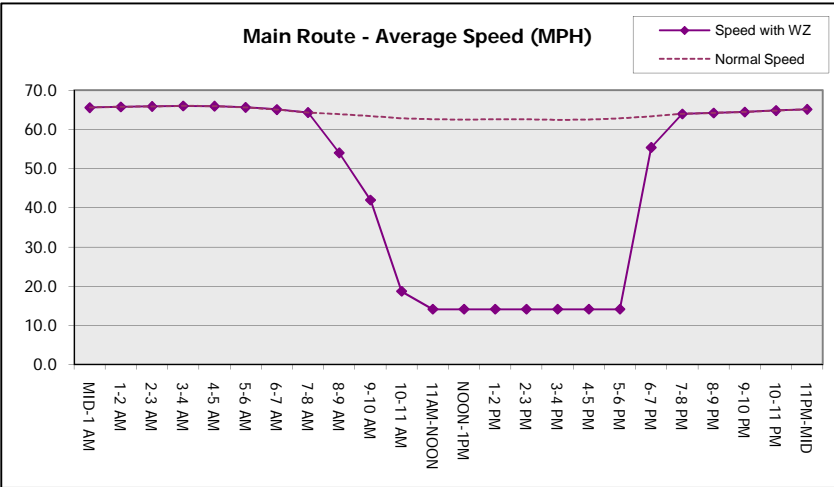
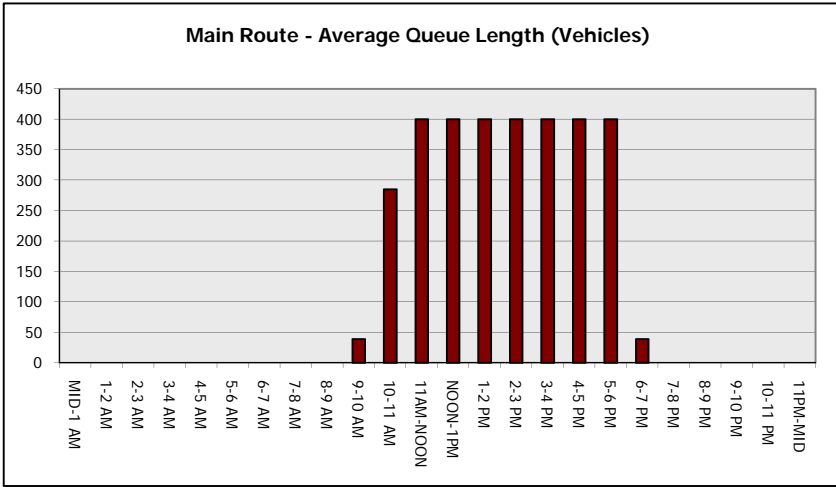
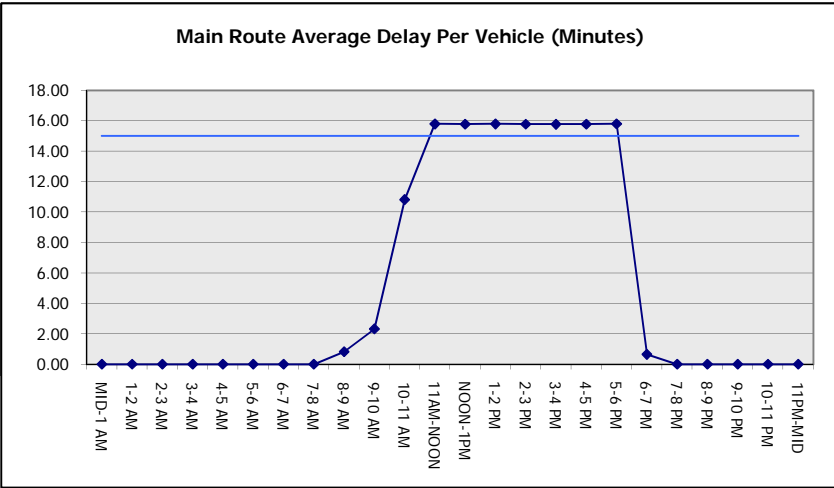
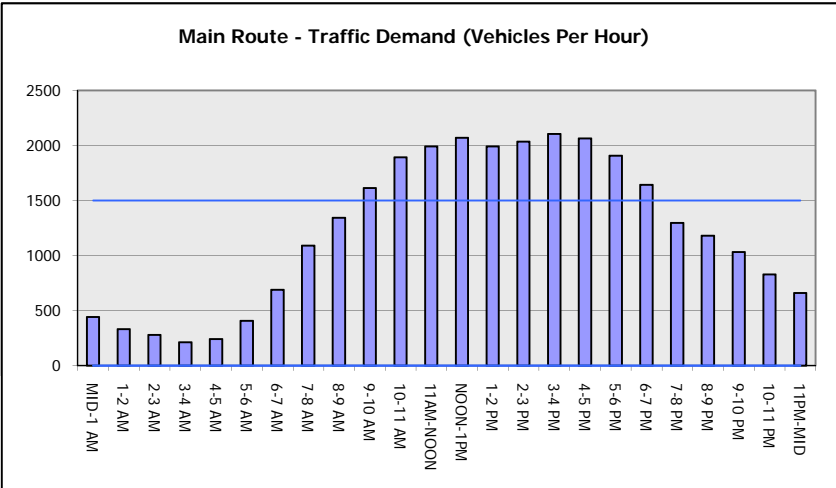
\*Delays Exceeding User-Specified Maximum

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**MAY**  
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Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY SOUTHBOUND DIRECTION**



<b>USH 41: STH 29 TO CTH AAA (BROWN COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
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**SUMMARY OF TRAFFIC MODEL OUTPUT**

**SATURDAY NORTHBOUND DIRECTION**

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	365	0.0	OFF	365	0	0.00	0	65.7	65.7	65.7
1-2 AM	229	0.0	OFF	229	0	0.00	0	66.0	66.0	66.0
2-3 AM	211	0.0	OFF	211	0	0.00	0	66.0	66.0	66.0
3-4 AM	161	0.0	OFF	161	0	0.00	0	66.1	66.1	66.1
4-5 AM	197	0.0	OFF	197	0	0.00	0	66.0	66.0	66.0
5-6 AM	361	0.0	OFF	361	0	0.00	0	65.7	65.7	65.7
6-7 AM	647	0.0	OFF	647	0	0.00	0	65.2	65.2	65.2
7-8 AM	1153	0.0	OFF	1153	0	0.00	0	64.2	64.2	64.2
8-9 AM	1695	0.0	1499	1695	0	3.37	74	63.2	36.3	30.8
9-10 AM	1886	0.0	1500	1669	217	13.23+	340	62.8	16.1	30.8
10-11 AM	2078	0.0	1500	1500	578	15.77+	400	62.5	14.1	30.8
11AM-NOON	2219	0.0	1500	1500	719	15.76+	400	62.2	14.1	30.8
NOON-1PM	2244	0.0	1500	1500	744	15.75+	400	62.2	14.1	30.8
1-2 PM	2098	0.0	1500	1500	598	15.77+	400	62.5	14.1	30.8
2-3 PM	2063	0.0	1500	1500	563	15.78+	400	62.5	14.1	30.8
3-4 PM	2100	0.0	1500	1500	600	15.77+	400	62.5	14.1	30.8
4-5 PM	1996	0.0	1500	1500	496	15.79+	400	62.7	14.1	30.8
5-6 PM	1914	0.0	1500	1500	414	15.80+	400	62.8	14.1	30.8
6-7 PM	1666	0.0	OFF	1666	0	0.48	28	63.3	57.3	57.3
7-8 PM	1298	0.0	OFF	1298	0	0.00	0	64.0	64.0	64.0
8-9 PM	1153	0.0	OFF	1153	0	0.00	0	64.2	64.2	64.2
9-10 PM	999	0.0	OFF	999	0	0.00	0	64.5	64.5	64.5
10-11 PM	874	0.0	OFF	874	0	0.00	0	64.8	64.8	64.8
11PM-MID	549	0.0	OFF	549	0	0.00	0	65.4	65.4	65.4

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

*----- SITE ACCIDENT DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0230
MAIN ROUTE WITH WORKS	0.0182
'DIVERSION'	0.0087

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$80,665
CONGESTED HOURS PER DAY*	9

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY NORTHBOUND DIRECTION**

